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NEW-YORK, TUESDAY, APRIL 29, 1862.

PRICE TWO CENTS.

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brimmed by whom (paragraph 448. General Regulations, 1861, have been repealed, and are directed to be replaced by the Adjutant General's office.

CONFIRMATIONS.
The Senate, in Executive session to-day, confirmed a large number of military nominations, including the following named to be Brigadier-Generals of Volunteers:

Col. Max Weber, of New-York; George S. Greene, of the 6th New-York Regiment; Col. John C. Caldwell, of the 11th Maine Regiment; Captain Truman Seymour, of the 3d Artillery; Col. Isaac Rodman, of the 4th Rhode Island Regiment; Henry Ballou, of Pennsylvania; Paymaster Henry Prince, of the United States Army; Capt. Quincy A. Gilmore, of the Corps of Engineers; Major Asahel Baird, Assistant Inspector-General; George D. Bayard, 1st Lieutenant Pennsylvania Cavalry; Col. Thomas H. Crispin, of a regiment of Illinois Volunteers; Col. H. H. Hovey, of the 1st Cavalry; Jeremiah C. Sullivan, James C. Nease, and Pleasant A. Hackleman, the last four of Indiana; Daniel Holmes, of Pennsylvania, has been confirmed as Brigade Sergeant of Volunteers.

INSURGENT VESSELS AT FOREIGN PORTS.
A large mass of correspondence has accumulated in relation to insurgent vessels at foreign ports, and particularly between the United States and Great Britain. Minister Adams, by direction of Secretary Seward, last November addressed a note to Lord Russell on the subject of the outrages committed by the Nashville, she having captured and destroyed the American merchantman Harvey Birch by fire, and then sought protection at Southampton.

The object of Mr. Adams was to request the British Government to inquire into the circumstances of this extraordinary proceeding, and expressing the hope that the British Government would adopt such measures as the case might seem to demand; first, as to the authority possessed by this vessel to commit so aggressive an act on the citizens of a friendly Power, and then to claim a refuge and recognition in the harbors of Great Britain, and secondly, in case the nature of that authority be deemed sufficient, at least in view of her Majesty's Government, as to the purposes for which the ship is alleged to have come across the Ocean, to wit: the making of more effective preparation in the ports of Great Britain for carrying on a war against the people of a friendly nation. In the former case, he says, the question will arise whether the vessel be or not subject to process of law, as a common disturber of the peace of the world; and in the second place, whether a recognized belligerent shall or shall not be permitted with impunity to violate the terms of her Majesty's proclamation, permitting the fitting out in the ports of Great Britain of any armament intended to be used against a nation with which she is at peace.

Mr. Seward, December 21, 1861, approves all Mr. Adams' proceedings, and in the course of his dispatch says: "We consent, however, to hope that this new and flagrant occurrence has arrested the serious attention of her Majesty's Government, and that it will result in bringing about some restoration of the whole subject consistent with the just expectations of the United States, so far as already expressed. The Navy Department will not neglect the interest of our commerce in this new and distinct experience whatever may be the difficulty of the case."

Lord Russell had sent a note to Mr. Adams, Nov. 21, presenting his compliments to Mr. Adams, and acquainting him that his letter should receive immediate attention. Lord Russell also sent a note to Mr. Adams, Nov. 21, presenting his compliments to Mr. Adams, and acquainting him that his letter should receive immediate attention. Lord Russell also sent a note to Mr. Adams, Nov. 21, presenting his compliments to Mr. Adams, and acquainting him that his letter should receive immediate attention.

Subsequently, Lord Russell wrote to Mr. Adams that the Nashville appeared to be a Confederate vessel of war, her commander and officers having committed in the so-called Confederate navy, &c. In these circumstances he adds the act done by the Nashville cannot be considered as act voluntarily undertaken by individuals, but as one done with powers generally acknowledged to be necessary to justify aggressive warfare.

Nor does it at all approximate within the definition of piracy. All persons acting contrary to the Enlistment act shall be punished, if necessary; and, if necessary, other measures will be adopted to maintain neutrality. It is the duty of her Majesty's Government to maintain friendly relations with the United States. Mr. Adams, Jan. 23, speaks about our Government being embarrassed by the attitude of the British Government, and further communicates our Minister upon that subject.

In a note to Mr. Adams, Mr. Seward expresses the hope that such new regulations will be adopted by the British Government as will insure the arrest of the so-called pirates, and the President is favorably impressed with the promptness with which the Spanish Government applied the principles of the Royal proclamation in the case of the Sumter, and the American citizens who carried into Cadiz as prisoners—namely, restoring them to the protection of our flag.

He asks: Why should not Spain, emulous of a new, magnificent, and successful career, seize the opportunity of the first of maritime Powers to restore the dignity of her flag, and to show her to the world that she is not content with her own Government, because it will not lend itself to their own evil, aggressive designs against Spain and their own human nature.

Mr. Seward in another dispatch to Secretary Perce, Feb. 27th last, says: The President expects that the States which have, as we think, so wisely recognized the insurgents will, in view of the experience which have occurred here, indicating the decline of insurrection, reconsider their decision, and cheerfully resume their former attitude toward the Government and people of the United States. Representations in all material respects similar to these will be made by us to other maritime and commercial powers.

Mr. Seward, writing to Minister Webb at Rio Janeiro, Nov. 13, speaks of the private Sumter having been admitted into the port of Maranhão, and receiving coal and provisions therein, and directs him to lose no time in calling attention to the subject, and inform his Majesty's Government that the shelter and supply of pirates, as the Sumter is, in the ports of Brazil, is deemed an unfriendly act by this Government, and to ask that such measures be taken with regard to the case as will make the Governor of Maranhão sensible of her Majesty's displeasure, and prevent a recurrence of such infractions to the United States hereafter.

Mr. Webb, in response to Mr. Seward, says: The foreign office assumed the ground that no breach of neutrality had been committed, and fell back upon the absurdity first invented by the Governor of Maranhão, namely: that the Sumter is a man-of-war. Brazil, it appears, recognized in the Southern States the rights and duties of belligerents. Mr. Webb is fully with the laws of nations, and is informed by the laws of nations that a recognition of independence of a State, or the recognition of independence of a State, is a recognition of the territory in Rebellion and sovereignty in behalf of the territory in Rebellion.

Mr. Seward, under date of March 18, does not object to conceal that this decision seems to him to be inconsistent with the very friendly relations which have heretofore existed between Brazil and the United States, and is therefore in a high degree unsatisfactory.

The Government of Brazil in the course of the correspondence declares its friendship for the United States, and fervently hopes the civil war will soon be brought to a termination.

Mr. Seward to Minister Pike, Feb. 27, last, instructs him to lose no time in calling attention to the subject of insurgent private American vessels seeking shelter in the ports of the Netherlands and her colonies, if they prevent a recurrence in commerce of the kind altogether. It is thought the Government will have no hesitation in restoring the restrictive policy which was adopted under the representation of its foreign affairs by Baron von Senier.

Mr. Seward adds, in conclusion: This domestic war has been promoted long enough. It is the interest of humanity it should be closed as speedily as possible. It would come to an end tomorrow if the European States could clearly understand that the Government of the United States is not a party to it.

THE ORDERS ISSUED BY ARMY COMMANDERS.
In recent general orders the attention of commanders of regiments, battalions, and companies

one was injured on board of this vessel, nor was the vessel herself. The vessels of the enemy engaged were the steamers Oregon and Pamlico. From their movements each of them seemed to have been struck two or three times. After the engagement the enemy left for the lakes. We remained on the ground until they were out of sight, and then returned to Ship Island.

Special Dispatch to The N. Y. Tribune.
FORTRESS MONROE, April 27, 1862.
Via Baltimore, Monday, April 28, 1862.

Five contrabands left Portsmouth, opposite Norfolk, at 1 o'clock last night, and arrived here this morning. They bring several late papers and a much valuable information. They are intelligent men, and give interesting accounts of affairs in the vicinity of Norfolk. They confirm the reported capture of New-Orleans by our forces, and state that much excitement prevails in the South regarding it.

I send extracts from The Richmond Enquirer of the 26th, in which the appearance of the National gunboats before the city is announced.
The contrabands inform me that the most intense excitement exists around Norfolk, and great fear is felt of an attack by Burnside. Nearly all of the troops have been sent from Norfolk, Portsmouth and Suffolk, to South Mills, to repel any advance that Burnside might make.

The current rumor around Norfolk was that the Merrimac would come to-morrow and try to pass up York River, to destroy our shipping now there. Today state that steel wedges have been prepared, with a view of boarding the Monitor, and tightening her turret so that it cannot revolve, and for cutting loose her anchoring. Her prow, or cutter, is now twelve feet long, made of wrought iron, and steel-pointed. The citizens are evidently becoming very uneasy, and many are leaving for more secure localities. It seemed to be generally conceded by every one, they say, that New-Orleans had fallen.

It was rumored that Commodore Tatnall had been removed from the command of the Merrimac.
THE FALL OF NEW-ORLEANS.
From The Richmond Enquirer, April 26.
The following dispatch from Mobile, dated April 25, was received in Richmond at 11 o'clock p. m.:
"The enemy passed Fort Jackson at 4 o'clock yesterday morning."

"When the news reached New-Orleans, martial law was put in full force, and business was completely suspended."
"All the cotton and steamboats, excepting such as were necessary to transport coal, ammunition, &c., were destroyed at 1 o'clock today. The operators made no good-bye, saying that the enemy had appeared before the city, and this is what we heard from the 'Green City.'"

"This is all we know regarding the fall. Will send particulars as soon as they can be had."
To the Associated Press.
WASHINGTON, Monday, April 22, 1862.

By the arrival of the steamship Connecticut at Hampton Roads on Saturday, the Navy Department has received dates from the Mississippi River to April 12, including dispatches from Flag-Officer Farragut and Capt. Porter of the bomb flotilla. At that time the steamships Mississippi and Pensacola were over the bar, and the flotilla moving to be in readiness to take their positions.

It appears from these documents, that while sailing from Ship Island to Pass a Poudre, with the mortar flotilla, Lieut.-Commanding General in the Oregon landing, the schooners at night closed and captured the two Confederate schooners Eugenia and President, loaded with cotton and bound for Havana, they having escaped through British Island passage.

The captain of the Eugenia was a noted blockade-breaker. He was the commander of the Marion when she was captured. He gave his word of honor to Commodore McKean to come out of Mobile after getting provisions, and leave our waters forever. He broke his word, and in the Eugenia has made several successful voyages.

According to information obtained from one of the prisoners, the soldiers would fight a battle at Fort Jackson, but when they saw the 'People in New-Orleans' think the rich and the poor would all clear out and leave the rest.' Times are hard.

There is no work, excepting for carpenters, who get \$1 per day working on the gunboats. They are paid in Confederate notes, and in many stores there will not pass. There are five gunboats on the lake, beside the two new ones not yet equipped, and a good many in the river. Some went up the river a short time ago, with the steam ram and 10,000 lb. of cotton, but when they reached the mouth of the river, the schooner with safety, destroyed her by fire. The schooner Hatteras, having captured the steamer Walla, off Ship Island, sold her to Gen. Butler for a transport vessel.

A expedition from the United States bark Purcell captured the Rebel steamer Florida, which was lying about twenty miles above St. Andrews' Town. They succeeded in cutting her out, and on their way up the bay, also, captured the schooner Lafayette with fifteen bales of cotton on board.

On the way down the expedition was induced by a flag of truce to send a boat ashore. When within gunshot distance there rose from the bushes a party of about thirty or forty men, and fired on the boat, killing one of the men and wounding several others.

Flag-Officer Farragut, under date of April 10, communicates reports made to him by Lieut.-Commanding the 24th, of the steamer New-Orleans, dated 2d and 4th inst. of two engagements between the vessel and others and some Rebel steamers.

On the afternoon of the 3d inst. we left Ship Island in company with the United States bark J. P. Jackson and the transport-steamers Henry Lewis, with the Connecticut 9th Volunteer regiment on board, to cooperate with them for the purpose of effecting a landing at Biloxi. The landing was made the evening of the same day, the New-Orleans, J. P. Jackson anchoring off the town. The next day, about 4 p. m., the troops embarked, when all got under way, and sailed for Pass Christian, intending, the following day, to effect a landing at Pass Christian. At 10 a. m., having taken a favorable position for the attack, we came to anchor.

On the 4th of April, at 4:40 a. m., three Rebel steamers were discovered, standing down to make an attack. The attack was immediately begun by the New-Orleans, Jackson, and Lewis, and after a continuation of about thirty minutes the Lewis was withdrawn on account of the crowded state of her decks, and the New-Orleans and Jackson continued the fight for one hour and forty-five minutes, when the enemy withdrew, apparently much injured. About 9 a. m. the United States steamer Hatteras joined us, and being senior officer took command, while the landing was being effected at Pass Christian.

A Rebel merchant steamer appeared to the eastward, and was immediately pursued by the New-Orleans and Jackson. After the chase of one hour she was captured. She proved to be the Rebel steamer P. C. Walla, loaded with turpentine, resin, and lime.

A second report is as follows: On the afternoon of the 24th, two Rebel steamers were discovered at Pass Christian. The New-Orleans got under weigh and stood for that place, and approached as near as practicable on account of shoal water.

The Rebel boats approached within 2,000 yards, when the engagement began, the Monitor beginning the action, and the enemy not disposed to come nearer. The fight lasted one hour and fifty minutes, ending when they were out of sight of our boats.

These vessels constitute a most formidable arm of assault. They are probably provided with guns as no vessels were before; beside the usual complement of twenty-six guns, howitzers are placed in the tops. Beside these, there are the Ironsides, Onondaga, Verona (of twelve guns), Miami, and the sailing ship-of-war Portsmouth, which is towed by the Mississippi, who has taken her under her special care. Then come the gunboats Wisconsin, Winona, Onondaga, Innes, Pinola, Kennebec, Scioto, Cayuga, Katabadin, and another whose name at this minute I cannot recall.

PORTER'S MORTAR FLEET is a little armada of itself. These mortar schooners would, however, be very much like an umbrella without a handle, or a bow without a string, were it not for the three ferry-boats Clifton, Westfield and Jackson, which are doing the State more service down here than ever they did on the Staten Island route. One of these ferry-boats can tow two or three of the mortar vessels at a time.

The mortar fleet is divided into three divisions, known respectively as the Red, White and Blue. The Harriet Lane is Commodore Porter's flag-ship.

PASSING THE BAR.
Before I arrived in these waters the fleet had begun the great work of entering the Mississippi. Three times familiar with the Hudson know little of the difficulties of the task.

The fleet entered the river by the South-West Pass. There had been some intention of trying to reach New-Orleans by way of Lake Pontchartrain, but the enemy became prematurely advised of the plan, and so it was abandoned, and the South-West Pass was chosen. The water was so shallow that the larger vessels could not pass, and the cannon, anchors and almost every movable article on board the Hartford, Pensacola, Hartford and Onondaga, were transferred to light schooners. The heavy vessels thus lightened sailed triumphantly over the bar, and reshipped their armament higher up the Colorado, being too heavy, was left outside. The passing of the bar occupied some three weeks, the last vessel crossing only the day before the Connecticut sailed from the mouth of the Passes. In towing the Pensacola over the bar and out of the river, the log of a third, I could not learn their names.

CAPTURE OF PILOT TOWN.
The first vessel which passed the bar took possession of the deserted village of Pilot Town, which in the flush days of Louisiana was a favorite watering place, the Long Branch of New-Orleans. The place was deserted, and the spacious hotel was at once occupied by our surgeons, and fitted up as a hospital.

HEALTH OF THE FLEET.
Happily we have had, as yet, no loss for a hospital. Our men enjoy excellent health.
U. S. MESSIAH'S REPORT, NEW-ORLEANS, APRIL 27.
HEAD OF THE PASSES.
MISSISSIPPI RIVER, APRIL 27, 1862.

THE FLEET AT THE HEAD OF THE PASSES.
On the 24th inst. the entire mortar fleet, taking advantage of a good breeze, weighed anchor, and after a short run toward the rocky banks of the Pass, anchored in a long column close to the west shore of the river, just above the Head of the Passes. The frigates Mississippi and the Pensacola were left at Pilot Town, expecting soon to follow us. At the Head of the Passes we found the Hartford, Brooklyn, Richmond, Hartford, Jackson, Westfield, Clifton, Winona, several gunboats, and the French gunboat Milan. The frigates Onondaga, and several gunboats, are watching the movements of the enemy up the river, within five or six miles of the Pass. It is said that the entire fleet will take a position at the Head of the Passes, and will be ready to proceed at a moment's notice.

CHAINS-PLACING.
The Richmond and the Onondaga, gunboats, have been placed all over with under-keel chains, in order to prevent any possible attack. The Richmond and Brooklyn have received a novel kind of iron-plating. It is made of the heaviest chain cable, which hangs down the sides, and is spiked on firmly one foot of links touching and overlapping each other. This armor renders the sides of the vessels impervious to the water, and protects the boilers. These vessels, as well as the Mississippi, carry two 12-pound howitzers in their fore and main tops for operations against infantry and for firing into parties where the banks are high. The frigates are also armed.

PLAN OF ATTACK.
Gen. Butler and his Staff were on board the Hartford on the 7th inst. They came from Ship Island in the Wisconsin gunboat, and returned by the Onondaga. No troops have as yet made their appearance in these parts. Among the plans under discussion is the following: Instead of taking all the troops up the Pass to accompany the fleet in its attack, to land a portion of them above Fort Phillip, in its rear. It is said that vessels running in Back Bay, when close to the shore, are only 1/4 miles from Fort Phillip; and that the place could be stormed with but little opposition on its northern face. The troops would probably be transported by the light frigates. They are several of them at Ship Island, with three decks, high-pressure engines, two smoke-stacks rising from the bows, and capable of carrying several hundred passengers apiece. It is said that the troops have sufficient capabilities of landing 1,500 at once. This plan, if well carried out, would make the capture of Fort Phillip an easy thing.

Fort Jackson is the stronger fortification, and more likely to make a determined resistance. It is a point of land just below Fort Jackson, which will afford some protection to the mortar vessels, while they throw their shells over it into Rebel works. This point was once thickly wooded, but the trees have for the most part been cut away.

UP THE RIVER.
On the 5th inst., the Ironsides, the Wisconsin and another gunboat, steamed up the river toward the forts until they discovered five or six Rebel steamers advancing to meet them. Several shots were exchanged, one of which passed over the Wisconsin. The look-out at the masthead discovered a nondescript craft among the Rebel boats, which is supposed to have been Holland's pet ram.

On the 6th inst., the gunboat Winona was ordered to take in tow the captain of the Milan, a very pretty French gunboat, which is being towed by the Onondaga. The plan is to visit the forts in this way. Within five miles of the forts the Frenchman thought that his neutrality was compromised by his being in tow of a vessel whose crew was standing at the guns ready for action. So he let go and proceeded up the current with a steady breeze. Commander De Camp of the Ironsides then boarded the Winona, hoisted the flag of truce, and followed the French captain to the river until he was brought to by a 12-lb. cartridge from the Rebel gun.

The chain stretching across the river on seven schooner and a raft, was visible. Eight or ten steamers were discovered at another above the chain. Two of the steamers passed below the chain and steamed down under flags of truce. One of them was named Tennessee, and appeared to be a side-wheel steamer, converted into a war vessel. Two Rebel officers then boarded the Tennessee, and were received by Lieut. John Winkler of Virginia, U. S. Navy. The other was an officer in the U. S. Engineer Corps, and is now in command of Rebel artillery. They remain a yarn, which we hope is not true, about a defeat suffered by our forces in Tennessee. They said that Gen. Bull and Gen. Grant had been captured, and that 100 pieces of artillery had fallen into the hands of the Rebels. After examining their look their hearts. The reception the French captain received at the forts was not agreeable to him. He was seized and put in confinement, together with his boat's crew, on the supposition that he was playing a Yankee trick. He returned to his vessel to-day.

The Captain of the Ironsides has been suspended from duty, and a Court of Inquiry will investigate his case, which seems to be one of disobedience to orders concerning flags of truce.

THE REBEL FORCES AT PENSACOLA EVACUATED.
At Fort Pickens, the Connecticut learned that the Rebel forces at Pensacola had not only been evacuated, but Fort McRea and Barrancas had been dismantled. Few Rebels were at Pensacola, and these remained apparently on sufferance, with every preparation made for a hasty retreat. The

Union forces had not made any movement toward the occupation of the Rebel works.

The Connecticut brought to this city eight ex-members of the Galveston Artillery, who made their escape from Edinburg, Tex., on the 6th of March in a small boat. They rowed nine miles, and were picked up by a vessel belonging to the blockading squadron. Their names are: Robert Laurie, Benjamin Miller, John McGinn, James Gibson, George Fisher, Patrick Sullivan, Thomas McDevitt, and Wm. Ferguson. Ferguson was the corporal of the guard the night the escape was made. These men were all impressed into the service. They report the existence of a most dismal condition of things at Galveston and all along the coast of Texas.

The following are the passengers by the Connecticut:
W. B. Olds, H. L. Olcott, H. R. Jenks, O. N. Hood, J. A. Darling, F. Davis, S. W. Patterson, S. O. Robertson, C. J. Culbertson, Thomas Walden, Henry Eiling, H. H. Hill, Charles Desmarre, Wm. W. Patton, F. F. White, E. Booth, J. O'Connell, N. W. Dunlap, Lieut. H. G. Fox, Major Isaac, Geo. E. Welsh, and about 100 sick and wounded seamen and soldiers.

The following are the names of the refugees:
Dr. E. Larned, Thos. McBride, Hy. Corning, Wm. Robertson, Martin Sargent, Timothy Griffin, Leon Talman.

A DARING ADVENTURE.
A few nights before the